

CORNISH TO RUN SO. PACIFIC.

HE WILL DIRECT AFFAIRS WHILE F. H. HARRIMAN IS IN EUROPE.

Huntington's Nephew Steps Out and Edwin Hawley Leaves the Directorate—Ask Harriman Why He Says—Just a Business Proposition, President Explains.

F. H. Harriman returned to town yesterday from Chicago and was present at a meeting of the directors and of the executive committee of the Southern Pacific.

At this meeting Marvin Huggitt, president of the Chicago and North Western, and a director of the Union Pacific, was elected president of the Southern Pacific.

In explanation of the latter election, Mr. Harriman said:

"The old fear crowd put itself in evidence for the first time in several weeks. I am going to Europe on the Oceanic on Wednesday and it was thought best to have some one in charge to direct the affairs of the company in my absence. I shall be away about two months."

It was explained to Mr. Harriman that Mr. Hawley had said yesterday that any explanation of Mr. Harriman's resignation, coming from the Southern Pacific board, should come from Mr. Harriman.

"I don't see why you come to me for an explanation of Mr. Hawley's resignation," he said. "It was purely a business proposition. The Southern Pacific and the Union Pacific are being run as business propositions for the benefit of the stockholders of those roads."

"The inference is then," Mr. Harriman replied, "that Mr. Harriman is not a stockholder of the two roads?"

"I don't know that," answered Mr. Harriman. "I hope he is accompanied on his trip on the Oceanic by James Stillman, president of the National City Bank, George F. Baker, president of the First National Bank, and so on."

Mr. Hawley, in referring all questions as to the reason for his resignation from the Southern Pacific board to Mr. Harriman, said:

"I don't care to say anything about the matter beyond the statement that I have resigned. I have resigned from the directorate of the Union Pacific. My interests were very small in it and as the meetings came at the same hour as another meeting which I always attended, I have resigned from no other corporation besides these and do not intend to do so, at present at least."

Mr. Hawley, in referring all questions as to the reason for his resignation from the Southern Pacific board to Mr. Harriman, said:

"I don't care to say anything about the matter beyond the statement that I have resigned. I have resigned from the directorate of the Union Pacific. My interests were very small in it and as the meetings came at the same hour as another meeting which I always attended, I have resigned from no other corporation besides these and do not intend to do so, at present at least."

Mr. Hawley, in referring all questions as to the reason for his resignation from the Southern Pacific board to Mr. Harriman, said:

"I don't care to say anything about the matter beyond the statement that I have resigned. I have resigned from the directorate of the Union Pacific. My interests were very small in it and as the meetings came at the same hour as another meeting which I always attended, I have resigned from no other corporation besides these and do not intend to do so, at present at least."

Mr. Hawley, in referring all questions as to the reason for his resignation from the Southern Pacific board to Mr. Harriman, said:

"I don't care to say anything about the matter beyond the statement that I have resigned. I have resigned from the directorate of the Union Pacific. My interests were very small in it and as the meetings came at the same hour as another meeting which I always attended, I have resigned from no other corporation besides these and do not intend to do so, at present at least."

GOSSIP OF WALL STREET.

The passing of the 3 per cent. semi-annual interest on the Washburn A bonds, coming as a complete surprise, was made the pretext for a bearish demonstration against the general market yesterday forenoon, and prices in some instances declined rather sharply under heavy professional selling. Steel preferred broke 1 point, and common of the same broke 1/2 point, while common of the Washburn A bonds broke 1/2 point, and prices in some instances declined rather sharply under heavy professional selling.

The old fear crowd put itself in evidence for the first time in several weeks. I am going to Europe on the Oceanic on Wednesday and it was thought best to have some one in charge to direct the affairs of the company in my absence. I shall be away about two months."

It was explained to Mr. Harriman that Mr. Hawley had said yesterday that any explanation of Mr. Harriman's resignation, coming from the Southern Pacific board, should come from Mr. Harriman.

"I don't see why you come to me for an explanation of Mr. Hawley's resignation," he said. "It was purely a business proposition. The Southern Pacific and the Union Pacific are being run as business propositions for the benefit of the stockholders of those roads."

"The inference is then," Mr. Harriman replied, "that Mr. Harriman is not a stockholder of the two roads?"

"I don't know that," answered Mr. Harriman. "I hope he is accompanied on his trip on the Oceanic by James Stillman, president of the National City Bank, George F. Baker, president of the First National Bank, and so on."

Mr. Hawley, in referring all questions as to the reason for his resignation from the Southern Pacific board to Mr. Harriman, said:

"I don't care to say anything about the matter beyond the statement that I have resigned. I have resigned from the directorate of the Union Pacific. My interests were very small in it and as the meetings came at the same hour as another meeting which I always attended, I have resigned from no other corporation besides these and do not intend to do so, at present at least."

Mr. Hawley, in referring all questions as to the reason for his resignation from the Southern Pacific board to Mr. Harriman, said:

"I don't care to say anything about the matter beyond the statement that I have resigned. I have resigned from the directorate of the Union Pacific. My interests were very small in it and as the meetings came at the same hour as another meeting which I always attended, I have resigned from no other corporation besides these and do not intend to do so, at present at least."

Mr. Hawley, in referring all questions as to the reason for his resignation from the Southern Pacific board to Mr. Harriman, said:

"I don't care to say anything about the matter beyond the statement that I have resigned. I have resigned from the directorate of the Union Pacific. My interests were very small in it and as the meetings came at the same hour as another meeting which I always attended, I have resigned from no other corporation besides these and do not intend to do so, at present at least."

Mr. Hawley, in referring all questions as to the reason for his resignation from the Southern Pacific board to Mr. Harriman, said:

"I don't care to say anything about the matter beyond the statement that I have resigned. I have resigned from the directorate of the Union Pacific. My interests were very small in it and as the meetings came at the same hour as another meeting which I always attended, I have resigned from no other corporation besides these and do not intend to do so, at present at least."

Mr. Hawley, in referring all questions as to the reason for his resignation from the Southern Pacific board to Mr. Harriman, said:

"I don't care to say anything about the matter beyond the statement that I have resigned. I have resigned from the directorate of the Union Pacific. My interests were very small in it and as the meetings came at the same hour as another meeting which I always attended, I have resigned from no other corporation besides these and do not intend to do so, at present at least."

Mr. Hawley, in referring all questions as to the reason for his resignation from the Southern Pacific board to Mr. Harriman, said:

SEABOARD HOLDING CO. PLAN.

SUCH A SCHEME SUGGESTED, BUT NOT YET COMPLETED.

Readjustment of Some Sort Expected to Be Announced Within Two Weeks—John Skelton Williams Says the Property is in Excellent Shape.

It was learned yesterday that a plan had been under discussion by Seaboard Air Line interests to organize a holding company for the system, to be known as the Seaboard Railways Company, with \$10,000,000 of debentures, \$20,000,000 of preferred stock and \$20,000,000 of common stock.

The plan also provided that present stockholders of the Seaboard should receive shares of stock in the holding company for every 100 shares they held in the Seaboard. Regarding the proposed holding company, Blair & Co., who, with Thomas F. Ryan and T. Jefferson Coolidge, have had much to do with the recent Seaboard financing, made this statement:

"A plan for a holding company for the Seaboard has been under discussion for some time somewhat along the lines of the reported plan. The matter was only in tentative shape, however, no conclusions having been reached, and is now entirely in abeyance. What will eventually be done cannot be forecasted at this time."

The possibility of an adjustment of some sort of the Seaboard's affairs has been understood generally since the extension of the road from Birmingham to Atlanta was put under way. It is believed that a definite announcement of the way in which the readjustment will be carried out will be made within a few days.

The Seaboard Air Line Railway is a thoroughly healthy financial institution and, which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

The Seaboard Air Line system now is absolutely in need of no further financing. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full. The company has a surplus of \$2,500,000, and which fell due on June 1, 1904, was paid in full.

PROPOSALS.

AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

SEALED BIDS FOR DOING THE WORK AND FURNISHING THE MATERIALS FOR THE AQUEDUCT COMMISSIONERS' OFFICE. Room 207, Stewart Building, 100 Broadway, New York, June 24, 1904.

OCEAN STEAMERS.

AMERICAN LINE. Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

ATLANTIC TRANSPORT LINE. NEW YORK TO LONDON. NEW YORK TO LONDON. NEW YORK TO LONDON.

RED STAR LINE. NEW YORK TO ANTWERP. NEW YORK TO ANTWERP. NEW YORK TO ANTWERP.

WHITE STAR LINE. NEW YORK TO QUEENSTOWN. NEW YORK TO QUEENSTOWN. NEW YORK TO QUEENSTOWN.

NEW SERVICES FROM BOSTON. BOSTON TO NEW YORK. BOSTON TO NEW YORK. BOSTON TO NEW YORK.

MEDITERRANEAN VIA GIBRALTAR, NAPLES, GENOA. CANOPIC. NEW YORK TO CANOPIC. NEW YORK TO CANOPIC.

FOR A COOL SUMMER GO TO NOVA SCOTIA. "The Land of Evangeline." A Land as rich in health and beauty as it is in romantic scenery.

YARMOUTH AND HALIFAX. A most delightful day trip. Through Long Island Sound. Sails every Saturday from the Munson Line.

YARMOUTH (New York) HALIFAX. Round Trip \$25. Including Meals and Cabin Berth. Individual State Rooms and Rooms de Luxe.

MEDITERRANEAN SERVICE. NEW YORK TO NAPLES. NEW YORK TO NAPLES. NEW YORK TO NAPLES.

SUMMER CRUISES TO NORWAY, SWITZERLAND, ETC. 2 GRAND CRUISES. Send for programme. HAMBURG-AMERICAN LINE.

NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE. PLYMOUTH-CHEROKEE. PLYMOUTH-CHEROKEE.

CUNARD LINE. To Liverpool, via Queenstown. From Piers 61-62 North River.

ANCHOR LINE. GLASGOW VIA LONDON. COLUMBIA. NEW YORK TO GLASGOW. NEW YORK TO GLASGOW.

OLD DOMINION LINE. For Old Point Comfort, Norfolk, Portsmouth, Plaquemine and Newport News, Va., connecting for the Chesapeake and the Potomac.

EXCURSIONS. "THE NEW YORK WORLD'S FAIR." Special attractive fares to the World's Fair.

Atlantic City. Sunday June 26. ROUND TRIP \$2.50. New Jersey Central.

Manhattan Beach. VIA LONG ISLAND RAILROAD. Leave 8:40 A. M. for Manhattan Beach.

Rockaway Beach. VIA LONG ISLAND RAILROAD. Leave 8:40 A. M. for Rockaway Beach.

RAILROADS.

"AMERICA'S GREATEST RAILROAD." NEW YORK CENTRAL & HUDSON RIVER R. R. THE SIX-TRACK TRUNK LINE.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

Trains depart from Grand Central Station, 42d Street, New York, as follows: 9:00 A. M. to Albany, 11:30 P. M. to Albany.

RAILROADS.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.

Regarding any Hotel, Railroad, Steamship or Automobile Trip will be furnished by calling at THE SUN Branch Office, 100 Broadway, New York, June 24, 1904.